

## Understanding Travel Behavior



The City of Redmond hosted a public workshop on April, 3<sup>rd</sup> 2004 to discuss transportation futures with the community. The event paired citizens with city staff, in small working groups, to discuss and develop a list of priorities on a wide range of transportation topics.

In addition to the identifying priorities, 33 citizens also completed travel journals that detailed trips completed on Friday April 2<sup>nd</sup>. The goal of this exercise was to better understand the travel behavior of area residents, and therefore assist in the transportation planning process.

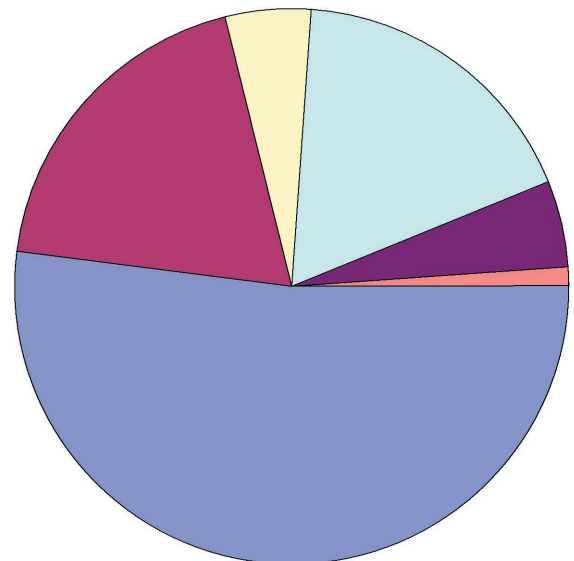
Data on a total of 218 trips was collected; participants were asked to list every segment of each journey as a separate trip. In addition, the time of day, mode, and purpose of each trip was asked of the participants.

**Key Figures:**

|                               |            |                                      |               |
|-------------------------------|------------|--------------------------------------|---------------|
| Total number of participants: | <b>33</b>  | Average number of trips per person:  | <b>6.6</b>    |
| Total number of trips:        | <b>218</b> | Range of number of trips per person: | <b>2 - 24</b> |

**Percent by Mode:**

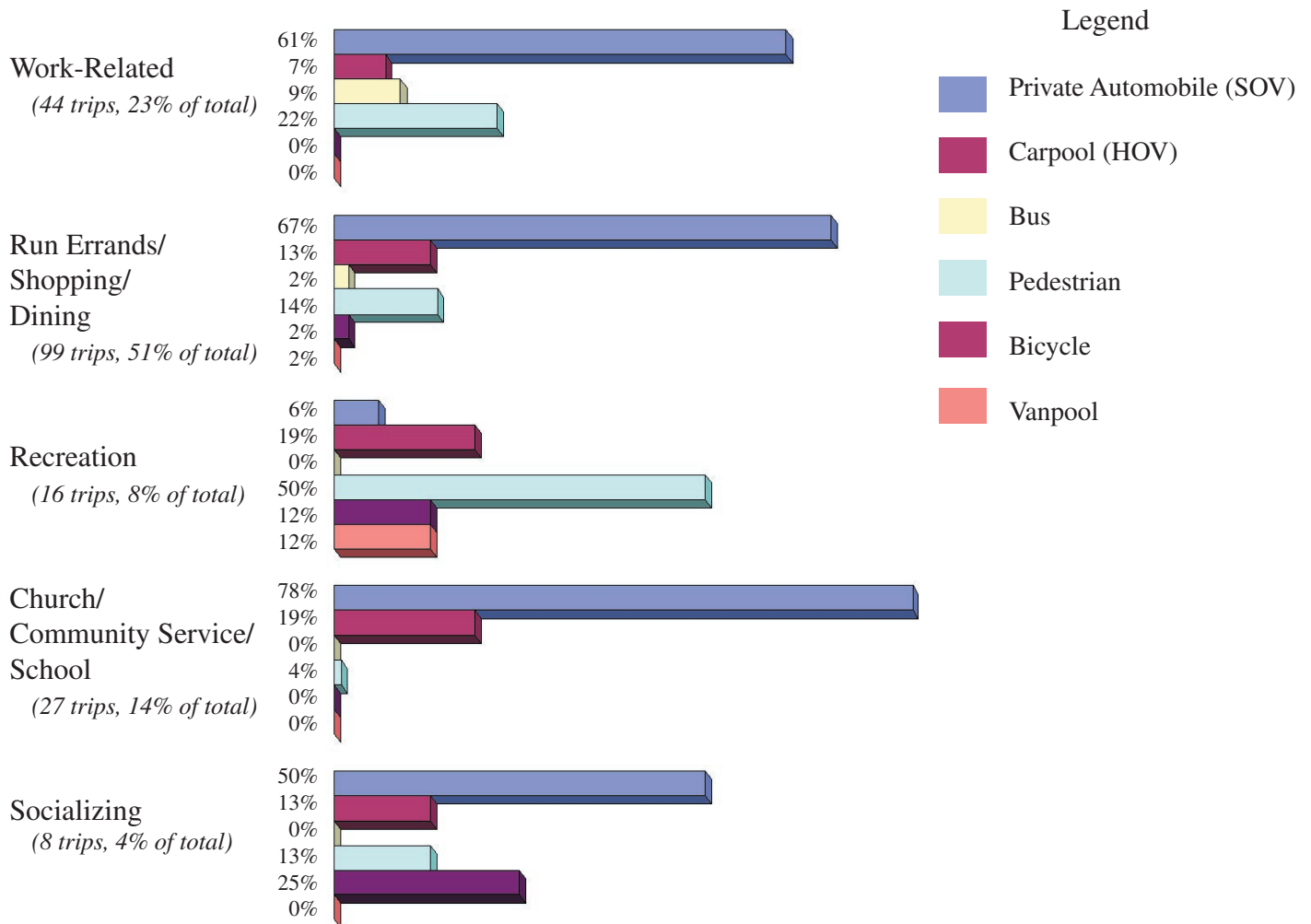
|                          |     |
|--------------------------|-----|
| Private Automobile (SOV) | 52% |
| Carpool (HOV)            | 19% |
| Bus                      | 5%  |
| Pedestrian               | 18% |
| Bicycle                  | 5%  |
| Vanpool                  | 1%  |



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**Mode of Travel and Trip Purpose:**

The goal of this study was to understand which types of trips are most likely to be carried out using the various modal possibilities. From this information, we may begin to understand some of the barriers and opportunities involved in promoting and improving alternative transportation.

**Key Findings:**

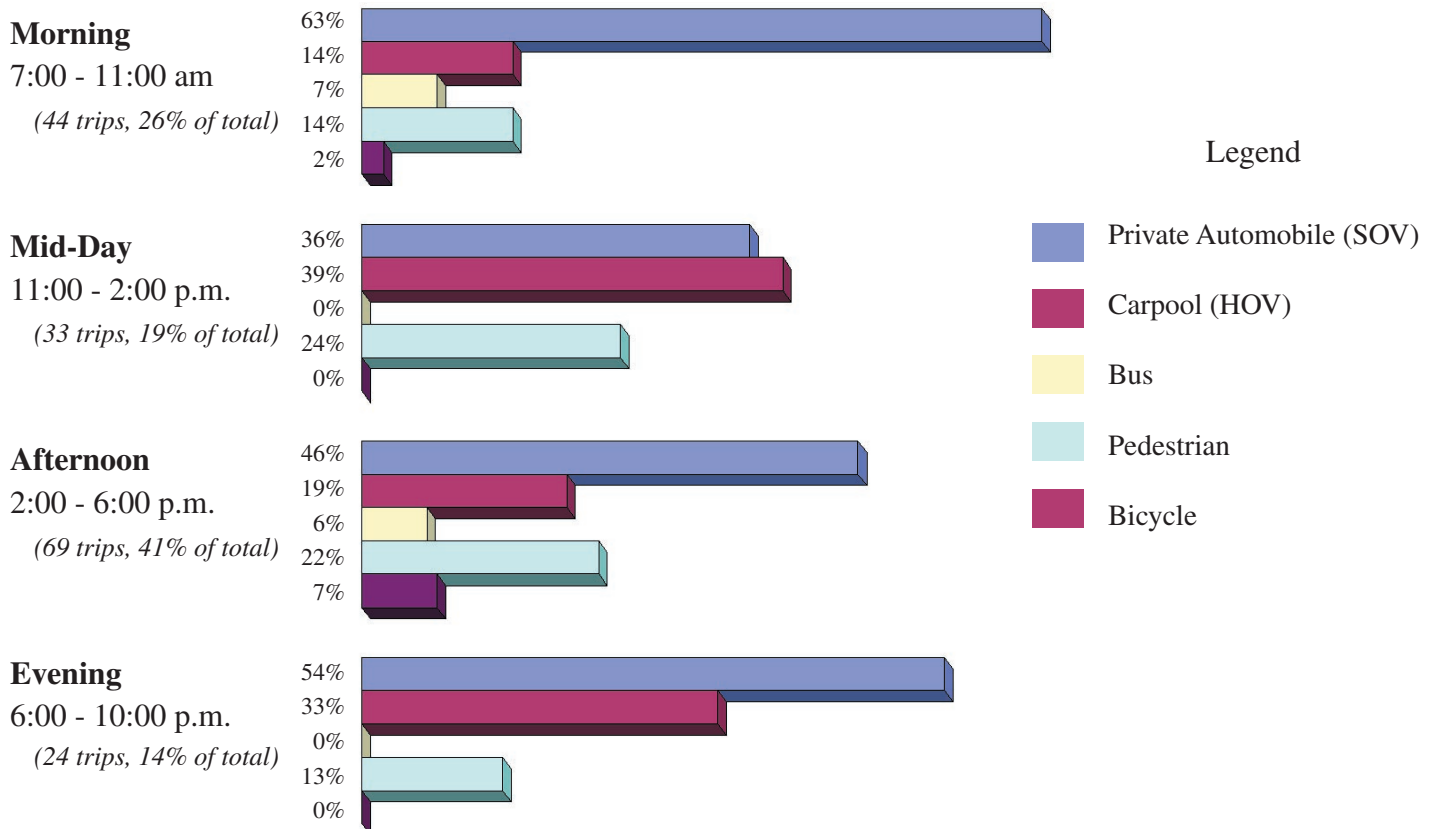
- Trips taken for purposes of religion, education, or community service are the most automobile-dependent; fully 94% of these trips required the use of a car, either singly or as a carpool.
- While automobile use is generally the dominant mode for most types of trips, only 6% of all recreational trips used a private automobile. For purposes of recreation, people are much more likely to walk, bicycle, or travel as a group in a car- or van-pool.



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**Mode of Travel and Time of Day:**

The goal of this study was to understand at what time of day the various modes of journeys are likely to occur. Four time slots were considered: Morning, Midday, Afternoon, and Evening. Trips occurring in either the very early morning or late evening were discounted due to a statistically insignificant sample size.

**Key Findings:**

- Trips taken in the evening are the most automobile- dependent; fully 87% of these trips required the use of a car, either singly or as a carpool.
- More people drive to lunch and make other mid-day errands as a carpool than singly.
- While bus and bicycle use is low overall, it is non-existent during mid day and evening.

